

## § 520.14

moving in railroad cars between Thunder Bay, Ontario, and Superior, Wisconsin, only if the cargo does not originate in or is not destined to foreign countries other than Canada, and if:

(A) The through rates are filed with the Surface Transportation Board and/or the Canadian Transport Commission; and

(B) Certified copies of the rate divisions and all agreements, arrangements or concurrences entered into in connection with the transportation of such cargo are filed with the Commission within 30 days of the effectiveness of such rate divisions, agreements, arrangements or concurrences.

(e) NVOCC Negotiated Rate Arrangements. An NVOCC that satisfies the requirements of part 532 of this chapter is exempt from the requirement in this part that it include rates in a tariff open to public inspection in an automated tariff system.

[64 FR 11225, Mar. 8, 1999, as amended at 74 FR 50722, Oct. 1, 2009; 76 FR 11360, Mar. 2, 2011; 78 FR 42888, July 18, 2013]

### § 520.14 Special permission.

(a) *General.* Section 8(d) of the Act (46 U.S.C. 40501(e)) authorizes the Commission, in its discretion and for good cause shown, to permit increases or decreases in rates, or the issuance of new or initial rates, on less than the statutory notice. Section 9(c) of the Act (46 U.S.C. 40703, 40704(a)) authorizes the Commission to permit a controlled carrier's rates, charges, classifications, rules or regulations to become effective on less than 30 days' notice. The Commission may also in its discretion and for good cause shown, permit departures from the requirements of this part.

(b) *Clerical errors.* Typographical and/or clerical errors constitute good cause for the exercise of special permission authority but every application based thereon must plainly specify the error and present clear evidence of its existence, together with a full statement of the attending circumstances, and shall be submitted with reasonable promptness after publishing the defective tariff material.

(c) *Application.* (1) Applications for special permission to establish rate increases or decreases on less than statu-

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tory notice or for waiver of the provisions of this part, shall be made by the common carrier, conference or agent for publishing. Every such application shall be submitted to the Bureau of Trade Analysis and be accompanied by a filing fee of \$195.

(2) Applications for special permission shall be made only by letter, except that in emergency situations, application may be made by telephone or facsimile if the communication is promptly followed by a letter and the filing fee.

(3) Applications for special permission shall contain the following information:

(i) Organization name, number and trade name of the conference or carrier;

(ii) Tariff number and title; and

(iii) The rate, commodity, or rules related to the application, and the special circumstances which the applicant believes constitute good cause to depart from the requirements of this part or to warrant a tariff change upon less than the statutory notice period.

(d) *Implementation.* The authority granted by the Commission shall be used in its entirety, including the prompt publishing of the material for which permission was requested. Applicants shall use the special case number assigned by the Commission with the symbol "S".

[64 FR 11225, Mar. 8, 1999, as amended at 67 FR 39860, June 11, 2002; 70 FR 10330, Mar. 3, 2005; 74 FR 50722, Oct. 1, 2009]

### § 520.91 OMB control number assigned pursuant to the Paperwork Reduction Act.

The Commission has received OMB approval for this collection of information pursuant to the Paperwork Reduction Act of 1995, as amended. In accordance with the Act, agencies are required to display a currently valid control number. The valid control number for this collection of information is 3072-0064.

#### APPENDIX A TO PART 520—STANDARD TERMINOLOGY AND CODES

##### I—PUBLISHING/AMENDMENT TYPE CODES

Code	Definition
A .....	Increase.

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I—PUBLISHING/AMENDMENT TYPE CODES—  
Continued

Code	Definition
C .....	Change resulting in neither increase nor decrease in rate or charges.
E .....	Expiration (also use "A" if the deletion results in the application of a higher "cargo, n.o.s." or similar rate).
I .....	New or initial matter.
K .....	Rate or change filed by a controlled common carrier member of a conference under independent action.
M .....	Transportation of U.S. Department of Defense cargo by American-flag common carriers.
P .....	Addition of a port or point.
R .....	Reduction.
S .....	Special Case matter filed pursuant to Special Permission, Special Docket or other Commission direction, including filing of tariff data after suspension, such as for controlled carriers. Requires "Special Case Number."
T .....	Terminal Rates, charges or provisions or canal tolls over which the carrier has no control.
W .....	Withdrawal of an erroneous publication on the same publication date.
X .....	Exemption for controlled carrier data in trades served exclusively by controlled carriers or by controlled carriers of states receiving most-favored-nation treatment.

## II—UNIT CODES

<b>A. Weight Units:</b>	
Kilograms .....	KGS
1000 Kgs (Metric Ton) .....	KT
Pounds .....	LBS
Long Ton (2240 LBS) .....	LT
Short Ton (2000 LBS) .....	ST
<b>B. Volume Units:</b>	
Cubic meter .....	CBM
Cubic feet .....	CFT
<b>C. Length Units:</b>	
Centimeters .....	CM
Feet .....	FT
Inches .....	IN
Meters .....	M
<b>D. Measure Board Feet:</b>	
Thousand Board Feet .....	MBF
<b>E. Distance Units:</b>	
Kilometers .....	KM
Miles .....	MI
<b>F. Rate Basis:</b>	
Ad Valorem .....	AV
Each .....	EA
Lump Sum .....	LS
Measure .....	M
Thousand Board Feet .....	MBF
Per Container .....	PC
Weight .....	W
Weight/Measure .....	WM
<b>G. Container Size Codes:</b>	
Not Applicable .....	N/A
Less Than Load .....	LTL
10 FT Any Height .....	10X
20 FT 8'6" .....	20
20 FT 9'0" High Cube .....	20A
20 FT 9'6" High Cube .....	20B
20 FT 8'0" .....	20S
20 FT Any Height .....	20X
24 FT 8'6" .....	24
24 FT 9'0" High Cube .....	24A
24 FT 9'6" High Cube .....	24B
24 FT 8'0" .....	24S

## II—UNIT CODES—Continued

24 FT Any Height .....	24X
35 FT 8'6" .....	35
35 FT 9'0" High Cube .....	35A
35 FT 9'6" High Cube .....	35B
35 FT 8'0" .....	35S
35 FT Any Height .....	35X
40 FT 8'6" .....	40
40 FT 9'0" High Cube .....	40A
40 FT 9'6" High Cube .....	40B
40 FT 8'0" .....	40S
40 FT Any Height .....	40X
42 FT 8'6" .....	42
42 FT 9'0" High Cube .....	42A
42 FT 9'6" High Cube .....	42B
42 FT 8'0" .....	42S
42 FT Any Height .....	42X
43 FT 8'6" .....	43
43 FT 9'0" High Cube .....	43A
43 FT 9'6" High Cube .....	43B
43 FT 8'0" .....	43S
43 FT Any Height .....	43X
45 FT 8'6" .....	45
45 FT 9'0" High Cube .....	45A
45 FT 9'6" High Cube .....	45B
45 FT 8'0" .....	45S
45 FT Any Height .....	45X
48 FT 8'6" .....	48
48 FT 9'0" High Cube .....	48A
48 FT 9'6" High Cube .....	48B
48 FT 8'0" .....	48S
48 FT Any Height .....	48X
53 FT 8'6" .....	53
53 FT 9'0" High Cube .....	53A
53 FT 9'6" High Cube .....	53B
53 FT 8'0" .....	53S
53 FT Any Height .....	53X
<b>H. Container Type Codes:</b>	
Not Applicable .....	N/A
Atmosphere Control .....	AC
Collapsible Flatrack .....	CF
Drop Frame .....	DF
Flat Bed .....	FB
Flat Rack .....	FR
Garment Container .....	GC
Half-Height .....	HH
Hardtop .....	HT
Insulated .....	IN
Open Top .....	OT
Dry .....	PC
Platform .....	PL
Reefer .....	RE
Tank .....	TC
Top Loader .....	TL
Trailer .....	TR
Vehicle Racks .....	VR
<b>I. Container Temperature Codes:</b>	
Not Appl/Operating .....	N/A
Artificial Atmo Ctrl .....	AC
Chilled .....	CLD
Frozen .....	FRZ
Heated .....	HTD
Refrigerated .....	RE
Ventilated .....	VEN
<b>J. Packaging Codes:</b>	
Bag .....	BAG
Bale .....	BAL
Bar .....	BAR
Barrel .....	BBL
Bundle .....	BDL
Beam .....	BEM
Bing Chest .....	BIC
Bin .....	BIN
Bulk .....	BLK
Bobbin .....	BOB

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II—UNIT CODES—Continued

Box .....	BOX
Barge .....	BRG
Basket/Hamper .....	BSK
Bushel .....	BUS
Box, with Inner Cntr .....	BXI
Bucket .....	BXT
Cabinet .....	CAB
Cage .....	CAG
Can .....	CAN
Carrier .....	CAR
Case .....	CAS
Cntrns of Bulk Cargo .....	CBC
Carboy .....	CBY
Can Case .....	CCS
Cheeses .....	CHE
Core .....	COR
Cradle .....	CRD
Crate .....	CRT
Cask .....	CSK
Carton .....	CTN
Cylinder .....	CYL
Dry Bulk .....	DBK
Double-length Rack .....	DRK
Drum .....	DRM
Double-length Skid .....	DSK
Double-length .....	DTB
Firkin .....	FIR
Flo-Bin .....	FLO
Frame .....	FRM
Flask .....	FSK
Forward Reel .....	FWR
Garment on Hanger .....	GOH
Heads of Beef .....	HED
Hogshead .....	HGH
Hopper Car .....	HPC
Hopper Truck .....	HPT
On Hanger/Rack in bx .....	HRB
Half-Standard Rack .....	HRK
Half-Stand. Tote Bin .....	HTB
Jar .....	JAR
Keg .....	KEG
Kit .....	KIT
Knockdown Rack .....	KRK
Knockdown Wood Crates .....	KWC
Knockdown Tote Bin .....	KTB
Liquid Bulk .....	LBK
Lifts .....	LIF
Log .....	LOG
Loose .....	LSE
Lug .....	LUG
Lift Van .....	LVN
Multi-roll Pak .....	MRP
Noil .....	NOL
Nested .....	NST
Pail .....	PAL
Packed—NOS .....	PCK
Pieces .....	PCS
Pirns .....	PIR
Package .....	PKG
Platform .....	PLF
Pipe Line .....	PLN
Pallet .....	PLT
Private Vehicle .....	POV
Pipe Rack .....	PRK
Quarters of Beef .....	QTR
Rail (semiconductor) .....	RAL
Rack .....	RCK
Reel .....	REL
Roll .....	ROL
Reverse Reel .....	RVR
Sack .....	SAK
Shook .....	SHK
Sides of Beef .....	SID
Skid .....	SKD

II—UNIT CODES—Continued

Skid, Elev, Lift Trk .....	SKE
Sleeve .....	SLV
Spin Cylinders .....	SPI
Spool .....	SPL
Tube .....	TBE
Tote Bin .....	TBN
Tank Car Rail .....	TKR
Tank Truck .....	TKT
Intermdl Trlr/Cntr .....	TLD
Tank .....	TNK
Tierce .....	TRC
Trunk and Chest .....	TRK
Tray .....	TRY
Trunk, Salesmen Samp .....	TSS
Tub .....	TUB
Unpacked .....	UNP
Unit .....	UNT
Vehicles .....	VEH
Van Pack .....	VPK
On Own Wheels .....	WHE
Wheeled Carrier .....	WLC
Wood Crates .....	WC
Wrapped .....	WRP
Not Applicable .....	N/A
K. Shipment Stowage Location Codes:	
Not Applicable .....	N/A
On Deck .....	OD
Bottom Stowage .....	BS
L. Hazard Codes:	
Not Applicable .....	N/A
IMD Stow Category A .....	A
IMD Stow Category B .....	B
IMD Stow Category C .....	C
IMD Stow Category D .....	D
IMD Stow Category E .....	E
Hazardous .....	HAZ
Non-Hazardous .....	NHZ
M. Stuffing/Stripping Modes:	
Not Applicable .....	N/A
Mechanical .....	MECH
Hand Loading .....	HAND
N. Inland Transportation Modes:	
Not Applicable .....	N/A
Motor .....	M
Rail .....	R
Barge .....	B
Motor/Rail .....	MR
Rail/Motor .....	RM
Motor/Barge .....	MB
Barge/Motor .....	BM
Rail/Barge .....	RB
Barge/Rail .....	BR
O. Shipment Service Types:	
Barge .....	B
Door .....	D
House .....	H
Motor .....	M
Ocean Port .....	O
Pier .....	P
Rail Yard .....	R
Container Station .....	S
Terminal .....	T
Container Yard .....	Y
Rail Siding .....	U
Team Tracks .....	X
P. Freight Forwarder/Broker Type Codes:	
Not Applicable .....	N/A
Freight Forwarder .....	FF
Customs House Broker .....	CB
Other .....	OTH
Q. Tariff Type Codes:	
Bill of Lading Tariff .....	BL
Equipment Interchange Agreement Tariff .....	EI
Essential Terms Publication .....	ET

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### II—UNIT CODES—Continued

Foreign Commodity Tariff .....	FC
Foreign Rules Tariff .....	FR
Terminal Tariff .....	TM
Service Contracts .....	SC

### PART 525—MARINE TERMINAL OPERATOR SCHEDULES

Sec.

525.1 Purpose and scope.

525.2 Terminal schedules.

525.3 Availability of marine terminal operator schedules.

525.4 OMB Control number assigned pursuant to the Paperwork Reduction Act.

AUTHORITY: 46 U.S.C. 40102, 40501, 41101–41106.

SOURCE: 64 FR 9283, Feb. 25, 1999, unless otherwise noted.

#### § 525.1 Purpose and scope.

(a) *Purpose*. This part implements the Shipping Act of 1984, as amended by the Ocean Shipping Reform Act of 1998 and the Coast Guard Authorization Act of 1998. The form and manner requirements of this part are necessary to enable the Commission to meet its responsibilities with regard to identifying and preventing unreasonable preference or prejudice and unjust discrimination pursuant to section 10 of the Act (46 U.S.C. 41101–41106).

(b) *Scope*. This part sets forth the regulations for the publication of terminal schedules by marine terminal operators. Information made available under this part may be used to determine marine terminal operators' compliance with shipping statutes and regulations.

(c) *Definitions*. The following definitions apply to the regulations of this part:

(1) *Act* means the Shipping Act of 1984, as amended by the Ocean Shipping Reform Act of 1998 and the Coast Guard Authorization Act of 1998.

(2) *Bulk cargo* means cargo that is loaded and carried in bulk without mark or count, in a loose unpackaged form, having homogenous characteristics. Bulk cargo loaded into intermodal equipment, except LASH or Seabee barges, is subject to mark and count and is, therefore, subject to the requirements of this part.

(3) *Checking* means the service of counting and checking cargo against

appropriate documents for the account of the cargo or the vessel, or other person requesting same.

(4) *Commission* means the Federal Maritime Commission.

(5) *Dockage* means the charge assessed against a vessel for berthing at a wharf, pier, bulkhead structure, or bank or for mooring to a vessel so berthed.

(6) *Effective date* means the date a schedule or an element of a schedule becomes effective. Where there are multiple publications on the same day, the last schedule or element of a schedule published with the same effective date is the one effective for that day.

(7) *Expiration date* means the last day, after which the entire schedule or a single element of the schedule, is no longer in effect.

(8) *Forest products* means forest products including, but not limited to, lumber in bundles, rough timber, ties, poles, piling, laminated beams, bundled siding, bundled plywood, bundled core stock or veneers, bundled particle or fiber boards, bundled hardwood, wood pulp in rolls, wood pulp in unitized bales, paper and paper board in rolls or in pallet or skid-sized sheets, liquid or granular by-products derived from pulping and papermaking, and engineering wood products.

(9) *Free time* means the period specified in the terminal schedule during which cargo may occupy space assigned to it on terminal property, including off-dock facilities, free of wharf demurrage or terminal storage charges immediately prior to the loading or subsequent to the discharge of such cargo on or off the vessel.

(10) *Handling* means the service of physically moving cargo between point of rest and any place on the terminal facility, other than the end of ship's tackle.

(11) *Heavy lift* means the service of providing heavy lift cranes and equipment for lifting cargo.

(12) *Loading and unloading* means the service of loading or unloading cargo between any place on the terminal and railroad cars, trucks, lighters or barges or any other means of conveyance to or from the terminal facility.

(13) *Marine terminal operator* means a person engaged in the United States or